

(C.W.B. December 10, 1948)

LACHINE NAVIGATION CHANNEL: The joint development of the Lachine Section of the St. Lawrence River to provide for the construction of a new navigation channel, 27 feet in depth; new locks to conform with those of the Welland Ship Canal; and for an ultimate installation, of 1,200,000 h.p. hydro electric generating capacity, in the vicinity of Montreal for the full practical utilization of the power available is envisaged in a report by the five-man Board of Engineers appointed in 1947 to report on the Lachine Section of the St. Lawrence Waterway. The report was made public December 6 by the Minister of Transport, Mr. Chevrier.

Total cost of one of the joint navigation and power development schemes is estimated at \$256,114,000 with an additional \$19,000,000 should a recommendation for the construction of a 4-track railway tunnel under the river and the modification of Victoria Bridge solely for vehicular traffic be approved. An alternative joint project would cost \$266,249,000 which would retain Victoria Bridge for both railway and vehicular traffic and would entail considerable re-arrangement of railway switching and trackage on the north shore. Other projects submitted would be for the improvement of navigation alone at a cost of \$87,315,000 and one for power development alone costing \$213,942,000.

1926 REPORT REVIEWED

The Minister pointed out that recommendation for the improvement of the Lachine Section of the St. Lawrence Waterway by a Board of Engineers in 1926 has had to be reviewed in view of the many changes which have taken place along the north shore of the St. Lawrence between Lachine and Victoria Bridge and particularly in the C.N.R. trackage layout in connection with the development of the new terminals in Montreal. The 1926 report also recommended only partial development of hydro power possibilities on this stretch of the St. Lawrence River.

The four alternative projects outlined by the 1947 Board of Engineers are:

Improvement for navigation alone by building a new deep water navigation canal. Under this project, Victoria Bridge and other bridges would have to be provided with a lift span over the new canal. This canal would skirt the north shore of the St. Lawrence River between Lachine and Montreal Harbour and would have two locks 859 feet long, 80 feet wide and 30 feet deep at the sills.

Construction of a new canal together with full practical development of power is outlined in alternative projects, the differences having to do with the number of locks in the proposed canal, handling of railway traffic and different means of controlling the water for power development. The first of these projects would include construction of a single lock below Victoria Bridge to overcome the difference in water levels. Construction of a

railway tunnel under the canal and river is suggested. In so far as the power development works are concerned, under this project a dam and power house would be constructed 3,000 feet below Victoria Bridge, with dykes on both sides of the river and control works at the head of the rapids and at the outlets of the Lake of Two Mountains.

The alternative combined project would be similar except that provision is made for two locks, one above and one below Victoria Bridge, and location of the power house 3,500 feet below Victoria Bridge. This project provides for the retention of Victoria Bridge for both railway and vehicular traffic.

The fourth project outlined by the Board of Engineers would provide for the development of a power project alone, similar to that already outlined, retaining the present Lachine Canal with its limitation of 14 feet at the sills.

CLAIMS FOR RESTITUTION: The Department of External Affairs has been advised by the Office of Military Government for Germany (U.S.) that claims for the restitution of identifiable property in the U.S. zone of occupation of Germany must be filed with the Central Filing Agency, Bad Nauheim, Germany, before December 31, 1948; otherwise such claims will be barred.

Canadian citizens or persons residing in Canada who have such claims but who have not yet taken these steps, are advised to do so without delay. In so doing, they should include a statement giving a description of the confiscated property, and giving the circumstances, time and place of confiscation as precisely as possible.

Petitions should contain the names and addresses of all persons known to the claimant as having or claiming an interest in the property. The petitions should be forwarded directly to the Central Filing Agency, the Office of Military Government for Germany (U.S.), Bad Nauheim, Germany.

Further information in this matter may be obtained from the Department of External Affairs.

AID TO FLYING CLUBS: The Minister of Transport, Mr. Chevrier, on December 6 announced that Order in Council No. 5518 has been passed authorizing financial assistance by the Government to approved flying clubs or schools participating in student pilot training.

In making the announcement, the Minister stated that this new programme which will be administered by the Air Services Branch of the Department of Transport will provide for a grant of \$100 to each approved flying club or flying school for each qualified pilot turned out, and also \$100 payable to each student upon his or her qualifying for private pilot's licence from the Department.

A further cash benefit in the amount of \$100 is available under the plan to any trainee meeting R.C.A.F. reserve or the R.C.A.F. auxiliary.

Mr. Chevrier said that the Order in Council authorizes the Minister of Transport to enter into agreement with clubs, schools, and students for enrolment into an approved course of training provided that such clubs and schools are in good standing with their respective national associations.

Commenting upon the scheme, Mr. Chevrier stated that, "This new training scheme follows the introduction of the high standard of pilot licensing laid down by the International Civil Aviation Organization, which call for the introduction of much higher standards for pilot training."

"Canada's agreement with the decisions of the International Civil Aviation Organization will necessitate a completely new approach to the development of civil flying training in this country," said the Minister. "Not only will this new scheme serve to develop interest in civil aviation by our youth all across Canada, but I believe also that, as it progresses, the public will see the possibilities of increasing and developing the scope of our international trade and travel by the intelligent use of civil aircraft. It is my firm belief that we shall, in the not too distant future, come to realize the risks that would have become attendant had we left the development of civil air transportation to other states and countries."

The opening date for the new flying training scheme has been set for January 1, 1949.

MR. CHEVRIER'S SPEECH: The tremendous technical developments which have "brought us with such rapidity from the age of steam and iron into the age of the atom are also breaking down traditional divisions between peoples both in space and time," the Minister of Transport, Mr. Chevrier, said in an address at Cornwall on December 7. International collaboration or isolationism, he added, is no longer a real choice. He urged nations, working through the United Nations, to attempt to save civilization from "the immense destructive properties of the atom bomb and the guided missiles and other horrible novelties" which exist in the world today.

While the atom bomb has been established as a military weapon of the first importance, the Minister said, "evidence shows clearly that the possibilities for the beneficial peaceful uses of this form of energy are incalculable. In medicine, in chemistry, in biology, in metallurgy, in engineering, the benefits of a nuclear fuel are without number."

The Minister stated that a Canadian resolution on control of atomic energy which was acceptable to a majority of the 58 nations of the General Assembly called for "a licensing or inspection system in the case of activities

not dangerous to security" in addition to control of "activities potentially dangerous to world security". The Canadian resolution, he said, would place "all the dangerous activities in atomic energy, including the possession and distribution of material in the hands of an International Authority" with full power to inspect and supervise at its will "any non-dangerous activities which National Government may be permitted to operate."

Outlining the activities of the General Assembly meeting at Paris which he recently attended as Canada's chief delegate, Mr. Chevrier said that even in atomic control, the Soviet Government was not willing to open its frontiers freely to permit investigations being conducted to assure other nations that no secret operations of a dangerous character are being carried on. "In spite of the efforts of the western nations to find a means of accommodation with the states of Eastern Europe, to minority of the UN presents a rigid and inflexible position."

'TEEN-AGED ARTILLERY BATTERY: The accent is on youth in Victoria, B.C., where the 5th Heavy Anti-Aircraft Regiment (RF) has announced the formation of a "junior" battery in which only youths between the ages of 17 and 19 are being enrolled.

A cadet corps, comprised of youths under 17 years of age has also been formed and will be affiliated with the regiment.

The battery and cadet corps have been formed to fill the needs of young men of high school age.

New equipment has been obtained for the junior battery and training has begun in drill, gunnery, radio, driving, communications and radar. A full sports program has also been arranged to include rugby, basketball, swimming and fencing.

"PATS" HIGHEST PAID: The highest paid regiment in the Canadian Army will be the Princess Patricia's Canadian Light Infantry when they complete their present training at the Services' Joint Air School at Rivers, Man.

Members of the "Pats" will be eligible for a \$30 per month "cost of jumping" bonus upon completion of their training as paratroopers. The regiment will be the first in Canadian Army peacetime history to be completely trained in airborne operations and in a sense will be the counterpart of the famed wartime 1st Canadian Parachute Battalion.

Although the "Pats" as a regiment will be the highest paid field unit of the Army, individuals in the battalion will not be the best paid in the Army. They'll rate an easy second to medical and dental officers who draw \$60 per month "responsibility allowance."

But the mere fact that all members of the PPCLI will be trained in airborne operations will make them the best paid outfit in the Army.